

# HAWAIIAN GAZETTE

M. RAPLEE,  
DIRECTOR OF THE GOVERNMENT PRESS.  
HONOLULU:  
WEDNESDAY, MARCH 16, 1870.

BY AUTHORITY.



## PROCLAMATION.

WE, KAMEHAMEHA V., by the Grace of God, of the Hawaiian Islands, King;

DO PROCLAIM,

That it is OUR will and pleasure, in pursuance of the provisions of OUR Constitution, that the Members of the Legislative Assembly of OUR Kingdom, do assemble at the Court House, in OUR City of Honolulu, for the despatch of Public Business, at 12 o'clock, M., on Saturday the thirtieth day of April, in the year of OUR Lord, One Thousand Eight Hundred and Seventy. Given under OUR Royal Sign Manual, at Iolani Palace, in OUR City of Honolulu, this first day of March, A. D. One Thousand Eight Hundred and Seventy, and in the Seventh Year of OUR Reign.

KAMEHAMEHA R.

By the King.

The Minister of the Interior,  
F. W. HUTCHINSON.

CHAS. T. GELICK, Chief Clerk of the Interior Office, will attend to the stamping of Weights and Measures, during the temporary absence of Capt. A. Russell from this Island. Parties who have not had their weights and measures stamped by the 15th inst., will be prosecuted according to the Law regulating the same.

Office of Gov't of Oahu,  
March 15th, 1870.

Notice.—All employees of the Government and other parties in whom moneys may be due at the Hawaiian Treasury, on or before the 31st of March next, are requested to draw the same on that date, or as soon thereafter as possible, to enable this Department to close promptly the accounts of the biennial fiscal period, ending on that date.

By order of the Minister of Finance,  
CHAS. A. CARTER,  
Register of Public Accounts,  
Finance Department, Honolulu, March 7th 1870.

D. K. FYFE Esq., has been appointed Jailor of the Oahu Prison, with the approval of His Excellency, the Minister of Interior.

W. C. PARKER,  
Honolulu, March 9th, 1870.

## Treaty with Russia.

On the 19th of June, 1869, a Convention of Commerce and Navigation was duly entered into by His Excellency C. de Varigny, Minister Plenipotentiary, on behalf of His Majesty, and M. le Comte de Stackelberg, Russian Ambassador in Paris, duly authorized to negotiate in the premises; which said Convention has been duly ratified, and the ratifications exchanged, on the 1st of December, 1869, and is, word for word, as follows:

ARTICLE 1. There shall be reciprocal liberty of commerce and of navigation between Russia and the Hawaiian Kingdom.

ARTICLE 2. The subjects of His Majesty the Emperor of all the Russias, and the subjects of His Majesty the King of the Hawaiian Islands, shall be treated reciprocally on the footing of the most favored nation.

ARTICLE 3. It is understood, however, that the preceding stipulations do not interfere in any way with the laws, ordinances and special regulations in matters of commerce, industry and police, that are in force in each of the countries, and that are applicable to all foreigners.

ARTICLE 4. Each of the two contracting parties shall have the power to constitute Consuls General and Consular Agents, in the cities and ports of the States and possessions of the other, which are opened to foreign commerce. The Consuls General and Consular Agents shall not, however, enter upon their functions, except after having been approved of, and duly admitted by the Government near which they are accredited. They shall exercise their functions, and shall enjoy all the privileges, exemptions and immunities belonging to, or that may be granted to, the Consuls of the most favored nation. In case they should be engaged in trade, they shall not be entitled to the immunities granted to "Consuls Fonctionnaires."

ARTICLE 5. In case a Russian vessel should be wrecked on the coasts of the Hawaiian Kingdom, or an Hawaiian vessel on the coasts of Russia, the local authorities shall give aid and assistance for the salvage of the cargo, and for its restitution to the owners.

ARTICLE 6. The present Convention of Commerce and of Navigation shall remain in force during ten years from the date of the signature of that Act. It may be renewed at the expiration of the term of ten years.

ARTICLE 7. The stipulations contained in the present Act, drawn in duplicate in the English and in the French languages, shall obtain the confirmation of the respective Governments, and the declarations to that effect, executed in the usual form, shall be exchanged at Paris, within six months, or sooner, if possible.

Paris, 19 June, 1869.

C. DE VARIGNY.

C. DE STACKELBERG.

All persons are hereby notified that the said Convention is to be regarded, in all its provisions, as part of the public law of the Kingdom, and respected accordingly.

TAKE, Etc. Etc.—Political news is important. The celebration yesterday, of the anniversary of the French Republic, was very orderly. The police did not disturb the meetings any where.

Our community were called upon on Monday last, to pay their last tribute of respect, to the wife of His Excellency Chas. C. Harris, His Majesty's Minister of Foreign Relations. The sad occasion was one, which, from the large acquaintance and estimable character of the deceased, called out a more than usual expression of sympathy, on the part of our residents, towards the bereaved family.

The funeral took place at St. Andrew's Cathedral, at four o'clock P. M., the Right Reverend Bishop Staley and the Venerable Arch Deacon Mason officiating. The remains were placed upon a trestle, in front of the Chancel, which was profusely adorned with flowers and wreaths of evergreen, emblematic of Christian faith and immortality. The body of the church was darkened, leaving the Chancel in light, and the large congregation joined with the Clergy and Choir in the chants of the burial service, the occasion was one of impressive solemnity. Arch Deacon Mason read the Epistle with great effect. The hymn,

"I would not live always, I ask not to stay,  
Where storm after storm rises dark o'er the way,"  
was beautifully rendered by the Choir of the Fort St. Church. Her Majesty Queen Emma, was present, joining with the congregation in the obsequies of the deceased. At the conclusion of the service at the Church, a large and imposing procession followed the remains to their last resting place in the Cemetery. Following the carriages of the chief mourners, was the carriage of His Majesty, occupied by the Chamberlain, and the carriage of Her Majesty, Dowager Queen Kalama. The various members of the Diplomatic and Consular Corps, the Captain and officers of the *Janina*, and a large concourse of family friends and citizens followed in the line. At the grave, the concluding services of the Church were recited by the Bishop, and a hymn was sung—"Brief life is here our portion,"—after which the living were dismissed with the benediction, and the dead was left with God.

## Ocean Steamers.

THE inauguration of a line of steamers between San Francisco and Australia, seems no longer to be a thing which is to be desired, or which is an expected future enterprise, but it is, as would appear from the statements we get upon the subject, both from England and the United States, definitely determined upon. The first steamers of the line may, to all appearance, be looked for here within a month or so, and the perpetuity of the service seems to be assured by the fact that both the Governments of the United States and Great Britain have taken in hand to foster the enterprise by subsidies of considerable amount. When we speak of "a line" of steamers, we should really say *lines*, because it would appear from the best information attainable at present, that a line is to be subsidized by each of the Governments in question, so that, at first at least, we shall have two rival lines, one English, and one American. By the last mail, we are in receipt of telegrams informing us that a contract has been signed at London for a regular monthly service between Australia and San Francisco, via Honolulu. Although it is not certainly known what are the terms of the contract, or with which of the great ocean steamship companies this contract has been entered into, it is understood that the subsidy granted is something like three quarters of a million of dollars, and that the great Trans-Atlantic Company, the Cunard's, are the parties who have taken the contract. If this is the case, (for which we do not certainly vouch,) the amount of the subsidy, and the well-known ability of the Company who are said to have undertaken the contract, are ample guarantees that the service will be faithfully performed. The Cunard steamers in the Atlantic have proved themselves more than equal to any competition which has as yet been brought against them, and the great experience of the Company, as well as the uniformly first-class vessels employed by them, would make their advent into the commerce of the Pacific an event of great importance.

By the same mail, we have advice to the effect that Wm. H. Webb, a prominent steamboat man in the United States, has secured a contract from the American Government to run a line of steamers on the same route. The subsidy he is to receive, is understood to be a quarter of a million a year, and it is said by those who are in communication with Mr. Webb's agents in San Francisco, that one of his steamers—two of which are now in San Francisco—will soon be put on the route. The vessels which he proposes to use for the service, we are, through the kindness of a fellow townsman, able to give, as follows:

The *Nebraska*—A 1 at Lloyd's; 2143 tons register; 3000 tons builders' measurement; 850 horse power; 286 feet long, 41 feet beam; built in May, 1867, and averaged 16 1/2 knots on her trial trip.

The *Nevada*—A 1; 2145 tons register; 284 feet on main deck, and licensed to carry 885 passengers. Average speed on trial trip, 15 knots, and built in December, 1867.

The *Dacotah*—A 1 at Lloyd's; 2150 tons register; 281 feet long, and 41 feet beam. Licensed to carry 730 passengers.

The *Santiago de Cuba*—1627 tons; 500 horse-power; 237 feet long, 35 feet beam. Built in 1861, and rebuilt in 1867. Intended to form the connection with Auckland.

It will be seen that the above, as to size, and in other respects, are first-class vessels, and will not doubt give their competitors of the Cunard line a hard trial for the precedence in the trade, although, if the latter line is to receive the subsidy

stated, Mr. Webb's steamers will enter into the contest at a great disadvantage; particularly so, when it is considered that although a considerable commerce already exists between Australia and San Francisco, that peculiar and regular commerce suited to steamers is yet to be created; which, although under the circumstances not difficult to create, its absence at the commencement will necessitate a dependence upon the subsidy, not so much for the profits of the enterprise as for its expenses.

We also learn from a very reliable source, that a movement has been set on foot in Australia to immediately inaugurate a line of steamers on the proposed route, and that parties in Sydney have chartered two of the Peninsular and Oriental Company's steamers, lying in that port, to make the initial trip, one of which is understood to sail on the 17th of this month. These are probably to be the pioneer steamers of the Company with whom the contract is reported to have been made in London. That the vessels have been chartered, is a proof that they do not intend that others shall start in the business before they do.

That these lines of steamers will make this a way port there can be but little doubt, as it is almost in a direct line between San Francisco and Sydney, or Melbourne, and at a convenient distance from the former port for a coaling and recruiting station. The distance from San Francisco to Honolulu is about 2100 miles; from Honolulu to the Fiji's, where it is understood the steamers will stop, is 2690 miles, and from the Fiji's to Sydney, 1760 miles, making in all 6550 miles for the entire distance, which, though one of the longest steam routes, without doubt passes over the most peaceful ocean route in the world. The terrific gales experienced on the route from San Francisco to Japan and China are unknown on this route, and the difference in the sea-going qualities of side-wheel or screw steamers is of but little importance, as the calm seas through which they would pass, make them equally safe.

It would be difficult to over-estimate the importance to this country of the permanent establishment of the Australian line of steamers. It would not only open to our products an important market, but the large amount of travel would add greatly to our prosperity, provided we are prepared to take advantage of the opportunity offered to us. If we are obliged to inform passengers who may desire to land here, that not having any hotel or proper places of entertainment, we will be unable to encourage them to remain here for any time except during the short stay of the vessels, the benefits to be derived from passenger traffic will be greatly lessened to us. But it is to be hoped that our citizens, alive to their own interests, will bestir themselves and provide for this want in time to reap all the advantages offered. Our delightful and healthy climate offers inducements seldom equaled for the visits of those who desire to escape from the rigors of less favored climates, either for health or comfort, and all the inducements required to make them avail themselves of it, is facility for getting here comfortably, and of being comfortably entertained while here. The proposed steamers will afford the desired facility for any one either in California or Australia to avail themselves of the benefits of our climate, and it is to be hoped that our citizens will not be behind in making provision for their entertainment.

Another necessity which will be felt, if anything, more than it is now, is the necessity of inter-island steam. The past year has taught our people the inconvenience, and not unfrequently the pecuniary loss of being without reliable steam communication between the Islands. It may have been fortunate, in one respect, that for the past two or three months, planters on the other Islands have not been able to get their sugars to the market on account of the impossibility of the schooners making their usual trips during the alternate calms and gales we have had during that time. We say, the planters may have been fortunate, that their sugars have been kept from a poor and declining market by "stress of weather" but it may be, that some of them have been seriously embarrassed by having their sugar kept back, when it was quite necessary for them to have it in hand, to realize upon, to enable them to carry on their plantations without loss. We have no hesitation in saying, that the embarrassment occasioned by the necessities of the planters in this respect, has more than balanced the probable gain of the "forced" delay. We think, this will be generally conceded, and therefore have no doubt, that the public at large, will hail with pleasure the determination of the government to put the *Kilowa* in repair, and again place her in the coasting trade. Some may disagree with us, but a great majority (to speak within bounds) of those who are acquainted with our coasting trade, are of the opinion that the *Kilowa*, as at present arranged, with perhaps a little improvement in her cabin to make it cooler, is well fitted for the business; and in fact, that a vessel of her size without the hurricane deck, which, in bad weather, affords shelter for the deck passengers, would not do at all, but in order to meet the requirements of the trade, would have to be built over—at least that part of her. The *Kilowa* with proper boilers, is sufficiently fast, as she would be able to make the trip round Hawaii in a week with ease, without burning a large amount of fuel, economy in which, is of great importance.

As we go to press, a merchant vessel and two whalers are in the offing.

## Punch Bowl and Repeal.

MR. ENROSE.—The gentlemanly tone and evident sincerity which marks your literary neighbor "Punch Bowl" in its discussion of our Hawaiian questions, are most praiseworthy, they are the sure sign of a good disposition and a cultivated mind, and with the ability which is equally apparent, they will, if persevered in, make the paper a universal favorite, and when the exhortation "Repeal" is taken up in an influential and prominent place in Hawaiian life. In the number for March, these qualities, coupled with the good style of composition, leave on the mind an impression wonderfully different from that produced by some other newspaper articles, and therefore wonderfully pleasant.

I do not intend, however, to pen a panegyric upon "Punch Bowl" but, if the subject is not already "run into the ground," to combat the article entitled "Repeal." So much has already been said on the subject of the "Master and Servant Law" and the necessity of preserving the inviolability of contracts, that to repeat their arguments would be at once impertinent and useless. I shall therefore confine myself to a few remarks on the state of the case as represented by the advocate for "Repeal."

Passing over much which is too long to be repeated in a newspaper article, we find the following sentence: "No man has a right to buy of any person one of his inalienable rights; and if he makes such a purchase, a law which enforces his claim to the right of a fellow man is lawless, unjust and degrading. The word 'inalienable' has a meaning, and a positive one, and is not long to be tossed aside as a mere verbal fiction. Liberty is as inalienable as life itself, and as constitutionally might the latter be bought and the former be sold by law for a term of years, the sale is null and void *ab initio*, as much so as if he should sell his wife's dowry without her permission, or should sell and receive pay for another man's estate." Now, it is contended by those who are in favor of the law that NO RIGHT, inalienable, or otherwise, is to be either bought or sold. It is also contended that every man, whatever his state or station, in his pursuit of wealth and happiness, has a right to contract with any other man to serve him for any specified time within certain limits, and subject to certain requirements prescribed by law, receiving the stipulated pay as the service is completed, law itself by the universal consent of society, being instituted for the purpose of deciding upon all questions that may arise between man and man. Such is the true state of the case when stripped of its fanciful clothing, and to the mind of the writer, any law prohibiting the making of such a contract would be a blow at liberty, or not enforcing its fulfillment would be to the same extent as any other contract would be a denial of justice. But let us go a little further and assume the nature of this "inalienable" right, and to do so, it will be necessary to compare it with some other thing in the world of metaphysics. Has any man the right to sell his life, liberty, or honor, or a woman her virtue? of course not, but can he be sold into slavery? Is it the duty of the State to enforce such a question? Is the duty of the State to enforce such a question? Is the duty of the State to enforce such a question?

THE undersigned HAVING BEEN duly appointed Administrators of the Estate of WILLIAM ENROS, of Honolulu, Island of Maui, deceased, request that all persons owing said estate make immediate payment to, and all persons having claims against said estate are requested to exhibit the same, with the necessary vouchers, duly authenticated, whether secured by mortgage or otherwise, to THOS. W. EVERETT, one of the administrators of said estate at Honolulu, Island of Maui, within six months from the date of publication of this notice, and if not so presented they will be forever barred.

THOS. W. EVERETT,  
HARU ENROS,  
Administrators of the Estate of William Enros.  
Honolulu, March 12th, 1870.

## PACKET LINES.

The North Pacific Transportation Company's

SAN FRANCISCO & HONOLULU LINE.

The Company's Splendid A 1 Steamship

IDAHO,

R. S. FLOYD, Commanding.

—WILL RUN REGULARLY—

Between Honolulu & San Francisco

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, FEB. 20TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, FEB. 27TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MARCH 6TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, MARCH 13TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MARCH 20TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, MARCH 27TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, APRIL 3RD, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, APRIL 10TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, APRIL 17TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, APRIL 24TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MAY 1ST, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, MAY 8TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MAY 15TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, MAY 22ND, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MAY 29TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JUNE 5TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, JUNE 12TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JUNE 19TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, JUNE 26TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JULY 3RD, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, JULY 10TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JULY 17TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, JULY 24TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JULY 31ST, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, AUGUST 7TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, AUGUST 14TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, AUGUST 21ST, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, AUGUST 28TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, SEPTEMBER 4TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, SEPTEMBER 11TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, SEPTEMBER 18TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, SEPTEMBER 25TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, OCTOBER 2ND, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, OCTOBER 9TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, OCTOBER 16TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, OCTOBER 23RD, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, OCTOBER 30TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, NOVEMBER 6TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, NOVEMBER 13TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, NOVEMBER 20TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, NOVEMBER 27TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, DECEMBER 4TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, DECEMBER 11TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, DECEMBER 18TH, 1870, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, DECEMBER 25TH, 1870, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JANUARY 1ST, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, JANUARY 8TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JANUARY 15TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, JANUARY 22ND, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JANUARY 29TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, FEBRUARY 5TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, FEBRUARY 12TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, FEBRUARY 19TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, FEBRUARY 26TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MARCH 5TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, MARCH 12TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MARCH 19TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, MARCH 26TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, APRIL 2ND, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, APRIL 9TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, APRIL 16TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, APRIL 23RD, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, APRIL 30TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, MAY 7TH, 1871, at 10 o'clock A.M.

LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MAY 14TH, 1871, at 10 o'clock A.M.

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LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, MAY 28TH, 1871, at 10 o'clock A.M.

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LEAVES HONOLULU FOR SAN FRANCISCO, SATURDAY, JUNE 11TH, 1871, at 10 o'clock A.M.

LEAVES SAN FRANCISCO FOR HONOLULU, SATURDAY, JUNE 18TH, 1871, at 10 o'clock A.M.

their own domain, and that the horror and mortal fear of it are still so great in certain parts of the country, although not universal, that many citizens would imagine they could discern an attempt at its revival in any proposed law on the relations between masters and servants, while, on the other hand, Great Britain, whose people, equally with the Americans, desire slavery, having got rid of it from her possessions some thirty-five years ago, can with perfect complacency, see in force in those her colonies, for instance Mauritius, Guiana, Jamaica, in which it is found to be necessary, a law, the very face-simile of, and enacted for the very same purpose as our own. It therefore appears that we are not marching against the enlightened and accepted opinion of those nations.

It is not contended that the law is so perfect as not to be susceptible of improvement. By all means amend whatever is defective in it, but before we repeal it as old fashioned, useless and bad, let us be prepared with something better to replace it.